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# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

**ALAN ROSS & Co.**  
Machinery Department,  
4, Des Voeux Rd. Cent.  
Phone 87.

No. 18,741. 號一十四百七千八萬一第 日七初月五年午戊 HONGKONG, SATURDAY, JUNE 15th, 1918. 六拜禮 號五十月六年七國民華中 PRICE, \$3 PER MONTH.

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KEEN ISLAND CEMENT COMPANY  
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**FIRST-CLASS DAMP PROOF AMERICAN SPORTING CARTRIDGES.**  
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These Cartridges, made of the finest damp proof material, steel lined inside with brass casing 12" deep on the outside, are especially made to withstand the effects of damp climates and are second to none for reliability in the field.  
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1896

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1896

**PEAK TRAMWAY COMPANY, LIMITED.**

**TIME-TABLE**

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " " 10.00 " "	" " " "
10.00 " " 11.00 " "	" " " "
11.30 " " 12.00 noon	" " " "
12.45 p.m. to 1.15 " "	" " " "
1.15 " " 1.45 " "	" " " "
1.45 " " 2.15 " "	" " " "
2.15 " " 2.45 " "	" " " "
2.45 " " 3.00 " "	" " " "
NIGHT CARS.	
8.50 p.m. and 9.00 p.m.	8.20 to 11.00 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	Every Quarter-Hour.
SUNDAYS.	
7.30 a.m.	
8.00 " " 10.30 a.m.	Every 15 minutes
10.30 " " 11.00 a.m.	" " " "
11.30 " " 12.00 noon	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 p.m. to 5.30 " "	" " " "
5.30 " " 6.00 " "	" " " "
6.00 " " 6.30 " "	" " " "
6.30 " " 6.50 " "	" " " "
6.50 " " 7.00 " "	" " " "
NIGHT CARS on Week Days.	
8.20 " " 11.00 p.m.	
SATURDAYS.	
Extra Car at 12 Midnight.	

**SPECIAL CARS** by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-table, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compendore Order representing Bank Notes.

**JOHN D. HUMPHREYS & SON,**  
General Managers. 1896

## KOWLOON-CANTON RAILWAY.

**TIME-TABLE.**

On and after MONDAY, 10th JUNE, 1918, until further Notice.

**DOWN TRAINS.**

Stations	No. 1 Through Express	No. 2 Local	No. 3 Through Express	No. 4 Local	No. 5 Through Express	No. 6 Local	No. 7 Through Express	No. 8 Local	No. 9 Through Express	No. 10 Local	No. 11 Through Express	No. 12 Local	No. 13 Through Express	No. 14 Local	No. 15 Through Express	No. 16 Local	No. 17 Through Express	No. 18 Local	No. 19 Through Express	No. 20 Local	No. 21 Through Express	No. 22 Local	No. 23 Through Express	No. 24 Local
CANTON (Ta Shu Tan)	dep.	7.30	7.45	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55
Sham Chun	dep.	7.45	7.55	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05
Sheng Shui	dep.	7.55	8.05	8.15	8.30	8.45	8.60	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	1.05
Yuenai	dep.	8.05	8.15	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25
Tai Po Market	dep.	8.15	8.25	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	1.35
Tai Po	dep.	8.25	8.35	8.45	8.60	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	1.05	1.20
Shatin	dep.	8.35	8.45	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.05	1.20	1.35	1.50
Yuenai	dep.	8.45	8.55	9.05	9.20	9.35	9.50	9.65	9.80	9.95	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25
Sheng Shui	dep.	8.55	9.05	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	12.10	12.25	1.05	1.20
Sham Chun	dep.	9.05	9.15	9.25	9.40	9.55	10.10	10.25	10.40	10.55	10.70	10.85	11.00	11.15	11.30	11.45	11.60	11.75	11.90	12.05	12.20	12.35	1.05	1.20
KOWLOON	arr.	11.10	11.20	11.30	11.45	11.55	12.10	12.20	12.35	12.45	12.60	12.70	12.85	12.95	1.10	1.20	1.35	1.45	1.55	2.05	2.15	2.25	2.35	2.45

**UP TRAINS.**

Stations	No. 1 Local	No. 2 Through Express	No. 3 Local	No. 4 Through Express	No. 5 Local	No. 6 Through Express	No. 7 Local	No. 8 Through Express	No. 9 Local	No. 10 Through Express	No. 11 Local	No. 12 Through Express	No. 13 Local	No. 14 Through Express	No. 15 Local	No. 16 Through Express	No. 17 Local	No. 18 Through Express	No. 19 Local	No. 20 Through Express	No. 21 Local	No. 22 Through Express	No. 23 Local	No. 24 Through Express
Last Ferry	dep.	7.30	7.45	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55
KOWLOON	dep.	7.45	7.55	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05
Sheng Shui	dep.	7.55	8.05	8.15	8.30	8.45	8.60	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	1.05
Yuenai	dep.	8.05	8.15	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25
Tai Po Market	dep.	8.15	8.25	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	1.35
Tai Po	dep.	8.25	8.35	8.45	8.60	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	1.05	1.20
Shatin	dep.	8.35	8.45	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.05	1.20	1.35	1.50
Yuenai	dep.	8.45	8.55	9.05	9.20	9.35	9.50	9.65	9.80	9.95	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25
Sheng Shui	dep.	8.55	9.05	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	12.10	12.25	1.05	1.20
Sham Chun	dep.	9.05	9.15	9.25	9.40	9.55	10.10	10.25	10.40	10.55	10.70	10.85	11.00	11.15	11.30	11.45	11.60	11.75	11.90	12.05	12.20	12.35	1.05	1.20
CANTON (Ta Shu Tan)	arr.	11.10	11.20	11.30	11.45	11.55	12.10	12.20	12.35	12.45	12.60	12.70	12.85	12.95	1.10	1.20	1.35	1.45	1.55	2.05	2.15	2.25	2.35	2.45

\* Will stop at Tai Po and Sheng Shui for First Class Passengers on Notice being given to the guard.

**NOTICE TO PASSENGERS.**

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

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SHEWAN TOMES & CO. STEAMSHIP CO.				SHEWAN TOMES & CO. STEAMSHIP CO.					
		a.m.	a.m.	p.m.		a.m.	a.m.	p.m.	
Fanling	dep.	6.00	8.30	2.50	Shataukok	dep.	7.10	10.15	5.00
Shataukok	arr.	6.55	9.30	3.50	Fanling	arr.	8.05	11.10	6.00

(783)



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GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet.	350 feet.	714 feet.
Width of Entrance on bottom	77 "	53 "	88 "
Water on Blocks at Spring Tide	28 "	24 "	44 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.			
Two Floating Cranes of 80 and 30 tons each, besides 150-ton Giant Cranes.			

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Max. Length of Ship taken in	480 feet.	530 feet.	580 feet.
Max. Breadth of Ship taken in	58 "	68 "	8 "
Max. Draft of Ship taken in	22 "	25 "	28 "

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GRAVING DOCK.

Length on Keel Blocks	288 feet 0 inch.
Breadth at Entrance on bottom	58 "
Depth of Water on Blocks at Spring Tide	25 "
Floating Crane capable of lifting 20 tons weight.	

**THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS** are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers. Any Orders will be promptly attended to and Estimates sent on application. (2061)

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IT IS HEREBY NOTIFIED that for the convenience of the travelling Public, a Special 1st Class Return Ticket at Hongkong Currency \$11.00 and Chinese Currency \$11.80 available one way by Railway and the other by the Company's vessels will also be issued.

### HONGKONG-CANTON LINE.

**HONGKONG TO CANTON. CANTON TO HONGKONG**

SATURDAY, 15th JUNE, 1918.	
8 a.m. "HEUNGSHAN"	8 a.m. "HONAM"
10 p.m. "HONAM"	4.30 p.m. "KINSHAN"
SUNDAY, 16th JUNE, 1918.	
10 p.m. "FATSHAN"	4.30 p.m. "HONAM"
MONDAY, 17th JUNE, 1918.	
8 a.m. "HONAM"	8 a.m. "HEUNGSHAN"
10 p.m. "KINSHAN"	4.00 p.m. "FATSHAN"

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s.s. "SUI TAI" to Macao daily at 3 p.m. (Sundays 1 p.m.)  
s.s. "SUI TAI" from Macao daily at 7.30 a.m.  
s.s. "SUI AN" from Macao daily at 3 p.m. (Sundays 3 p.m.)  
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[23-6]

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GOOD LOOKING

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These are of white check Zephyr with coloured stripes, very soft, full and roomy—to insure peaceful slumber. Cut with half-sleeves and short legs.

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MONARCAS

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LANE, CRAWFORD & CO.,

AGENTS IN HONGKONG AND SOUTH CHINA.

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## TO LET.

NO. 4, MORRISON HILL, from 1st July.

Apply to—

THE TREASURY

[2108]

## TO LET.

HOUSE at OBSERVATORY VILLAS, Kowloon.

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ARRATTON V. APCAR & CO., Des Vœux Road Central.

[2109]

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COMMODIOUS and well-fitted SHOP in Alexandra Buildings.

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[1887]

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[2088]

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A FLAT in Nathan Road, Kowloon.

FOUR-ROOMED HOUSES in Kowloon.

A Shop in NATHAN ROAD, Kowloon.

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[2000]

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"GALESEND," 108, THE PEAK, SIX ROOMS.

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C. H. GALE, P.W.D.

[1868]

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With INDEX, Price \$7.50.

On Sale at the HONGKONG DAILY PRESS Office.

# AUTOMOBILE ASSOCIATION FOR HONGKONG INAUGURAL MEETING

Yesterday evening there was a large gathering of motorists present in the board-room of Messrs. Jardine, Matheson & Co., to consider the feasibility of organizing an Automobile Association for Hongkong.

The Hon. Mr. P. H. Holyoak, on behalf of those present, invited the Hon. Mr. D. Landale (with whom the idea of forming such an Association for Hongkong originated) to preside.

Mr. LANDALE then occupied the chair, and addressed the gathering on the objects of the Association. He said:—Gentlemen,—This meeting has been called for the purpose of forming an Automobile Association in Hongkong, and I think the necessity for such an association will be apparent to you all. The Association will be the official representative in the Colony of the interest of motorists, and will be the means of voicing their opinions on matters affecting their interests. It should be a source of information to its members, and, by combination, may possibly obtain facilities or benefits in obtaining supplies. There are many subjects which can be suggested for the consideration of the association, such as traffic regulations, construction of new roads and repairs to existing roads, regulations as to licensed drivers, etc., and I think a busy and useful life can safely be forecasted. If I may express my views as to the policy of the Association, I would say that its endeavour will always be to assist the authorities in any matters which it may be interested in, and to offer its advice or opinion freely with that end in view. With regard to traffic questions, it should be the aim of the association to get the traffic of Hongkong regulated as it is in other cities, to lessen road congestion as far as possible, while always giving every consideration to the public safety, comfort and convenience. In Shanghai they have a very successful club, which has on several occasions been asked by the Municipal authorities for its views and advice on such subjects as the tax on motors, speed-limit, horns, headlights, etc., and the advice has been readily given and frequently acted upon. I hope that the Association we are now forming will be of equal assistance here.

You will, I am sure, be pleased to hear that the Government have now decided to enforce the regulation requiring trucks to keep to the side of the road. This will undoubtedly prove a boon to motorists, and will greatly improve traffic conditions. As you are all well aware, it has, up to now, been necessary for a motor-car or motor-cycle to break the regulations in order to pass a truck. The draft of suggested Rules has been submitted to you, and will be open for discussion. You will observe that the amount of entrance-fee and subscription has not been inserted, nor the number of the General Committee. With regard to the entrance-fee and subscription, there will not at first be any great need for funds, and I would suggest \$5 entrance fee and \$5 annual subscription. The Committee should be a representative one, and I think should be composed of, say, 10 members in addition to the President, Vice-President, Secretary and Treasurer, but both these questions will be open for discussion.

It is proposed to affiliate with the Royal Automobile Club, the annual fee for which is, I understand, \$5. The advantages of affiliation are that we are kept in touch with motoring affairs at home, and that members of this Association proposing to tour at home are privileged to obtain information as to touring conditions, routes, guide books, etc., and, when in the country, may avail themselves of Honorary Association of the Club.

The CHAIRMAN then moved the following resolution:—"That the Hongkong Automobile Association be and is hereby formed." Mr. HOLYOAK, in seconding the motion, said he thought such an association was required in Hongkong. He mentioned the improvement of roads carried out by the Public Works Department, and stated that the Association would be able to assist the Department in looking after the roads, and seeing that they were kept in good repair, etc. The Association would also be the representative of motorists in the Colony and would be able to attend to all grievances and make representations to the authorities. The Government was in sympathy with the movement, and he thought, the Association would prove a boon to all.

The motion was put to the meeting and unanimously adopted.

The CHAIRMAN: The next resolution is that the entrance fee be \$5, and the annual subscription \$5.

Mr. A. DENISON seconded this.

Mr. S. KOMOR thought the subscription too small. He said the Club might want to have a rest-house, or a bathing place at Deep Water Bay or Repulse Bay, and the \$5 subscriptions would hardly cover the expenses.

Mr. O. LAURITSEN agreed with Mr. Komor.

Mr. E. D. C. WOLFE suggested that the original subscription of \$5 be adhered to. There were a large number of members, he said, who would find it difficult to join if the subscription is high. The object of the Association is to get in as many new members as possible, and the needs of the Club do not apparently require large subscriptions.

(Continued at foot of next column.)

# SWATOW NOTES

[FROM OUR OWN CORRESPONDENT.]

SWATOW, June 10th.

## LOCAL WARFARE.

General Chang's victory in Fukien was harder work than at first reported. The important town of Shang Hang was a "walk-over." The general then divided his victorious troops, sending one section direct north to Tingchow and the other south to help his troops who were closing in on Ying-ting. The Tingchow authorities, on hearing of Chang's victory at Shang Hang and learning that his troops were making a bee-line for their city, sent deputies to meet him on the way and agree to unconditional surrender. Thus he entered Tingchow without fighting. He has thus secured the southwestern portion of Fukien with practically no loss in men or material. The Northern troops in Tingchow, however, put up a stubborn fight. The battle raged for five nights and days, when those Northerners who could escape fled in a north-easterly direction. As far as we know, the main force of the Northern troops were in this section of Fukien.

On the eastern section of the Fukien southern borders, however, something in the nature of a catastrophe was reported, which, if true, would mean that Chhau An and Swatow, even, would have fallen into the hands of the Northerners. True enough, the Northern troops broke through the barrier and it looked as if they were to swoop down on the big city of Chhau An and then on Swatow. There was a great hurrying-up of Southern troops under the capable leadership of General Fang, who is a Fukien man by birth. His troops met the Northerners at Yong-kong, a place easy of access both to Swatow and Chhau An, and it is reported that the Southerners were victorious, driving the Northerners out of this town and forcing them back in Fukien in the direction of Chhau An, an important stronghold in Fukien. It is reported also that Fang is now massing his men on this line with a view to attacking Chhau An. It is said, by way of excuse, that some Yunnanese troops employed by Fang failed to do their duty and thus allowed the Northerners to break through. This may or may not be true, but it was understood that before Chang left for Tapu he made sure of a secure defence for Chhau An and Swatow. In the meantime the danger to the Southern cause is averted, if all accounts be true.

At Ying-ting Chang captured Northern troops and a good deal of booty—five guns and two hundred rifles. He is following up his success in the direction of the city of Chang-chiu lying between Ying-ting and Amoy. If he succeeds in capturing this city he will be able to attack the Northern troops on the southern border, making it difficult for them to escape. He and General Fang have evidently planned their expedition accordingly. The Northerners are reported to be better armed in every way than the Southerners. The capture of guns and rifles is of greater moment, therefore, than the capture of men. He eludes to the former while the latter soldiers free. The old Chinese method of destroying the captured foe is not resorted to, we are glad to learn.

Sun Yat-sen is paying a round of visits. He has visited the port and taken a trip inland, seeing, on the way, Chhau An, Saniko, Tshing Kheu and Moien. Wherever he goes the people crowd to welcome him, for they still regard him as the real liberator of China from the Manchu dynasty. The main difficulty with the Southerners is lack of funds to carry on their unfortunate warfare. Naturally, Chang tries to get money wherever he can find it, thus rendering life hard for merchants and residents generally.

Paddy retarded by rain. We have had excessive rain. The growth of paddy has been retarded and is in danger of being destroyed. The price of rice has consequently gone up considerably. A few days of sunshine are greatly desired by the farmers.

The CHAIRMAN said he agreed with Mr. Wolfe. Putting up bathing resorts and rest-houses was a different matter. If he made a subscription of \$5 would not cover all that. They wanted all to join.

The original motion was then put to the meeting and carried unanimously.

The CHAIRMAN: The next resolution is "That the Committee be composed of 10 members, in addition to the officers of the Association."

Capt. HUCK seconded, and the motion was carried.

The CHAIRMAN: The next resolution is that the rules and constitution of the Association, now submitted, be and the same are hereby adopted.

Mr. C. LAURITSEN seconded, and the rules were adopted.

The following officers were then elected: President—Hon. Mr. Landale. Vice-President—Hon. Mr. P. H. Holyoak.

Hon. Secretary and Treasurer—Mr. W. E. Roberts.

Committee:—Commander Beckwith, Hon. Mr. Lau Chu Pak, Messrs. A. S. D. Cowland, A. Denison, J. W. Graham, O. Lauritsen, J. McCubbin, E. Ormiston, D. Tolan, and G. H. Wilson.

The CHAIRMAN stated that they would have to employ a clerk to help the secretary and pay him out of the funds.

There being no further business the meeting terminated.

# HONGKONG DEFENCE CORPS.

ADMINISTRATIVE ORDERS BY MAJOR H. A. MORGAN, ADMINISTRATIVE COMMANDANT.

## LEAVE.

No. 810 Pte. O. W. Olson, "B" Co., is granted leave for the duration of the war, from 16th July, 1918.

Pte. A. K. Henderson, M. Gun Co., is granted 6 weeks' leave on medical grounds, from 20th July, 1918.

Pte. R. H. Sharp, "A" Co., is granted 3 months' extension of leave, from 12th June, 1918.

Pte. R. E. O. Bird, Mounted Section, is granted leave, from 17th July, 1918, to 1st September, 1918, on medical grounds.

## ATTACHED.

The following are attached to the Engineer Company:—

No. 323 Pte. C. Bulmer Johnson, "A" Co., dated 10th June, 1918.

No. 512 Pte. F. H. Smith, "B" Co., dated 10th June, 1918.

No. 805 Pte. P. Tangah, Signalling Section, dated 13th June, 1918.

## LECTURE.

A lecture will be given by 2nd-Lieut. W. H. Price to Officers, N.C.O.s, and men of the Corps at Headquarters on Friday, 21st inst., at 6 p.m. Subject, "Experiences on Service."

Uniform need not be worn.

ORDERS FOR ARTILLERY COMPANY BY CAPT. J. H. W. ARMSTRONG, V.D.

PARADES AT BELCHERS' BATTERY.

Tuesday, 18th June:—

7.30 a.m. Right Half Co. New Layers Class only.

5.15 p.m. Left Half Co. New D.R.F. Class only.

Thursday, 20th June:—

7.30 a.m. Right Half Co. Full drill.

5.15 p.m. Left Half Co. New Layers Class only.

Friday, 21st June:—

5.15 p.m. Left Half Co. Full drill.

ORDERS FOR ENGINEER COMPANY BY CAPT. W. RUSSELL.

14th to 21st June:—

E. L. Manning Nightly.—Parades as per rosters posted at Headquarters.

Engine Drivers at 6.45 p.m. Electricians at 7 p.m.

Officers next for duty.—Belchers, 2nd-Lieut. Marley; Lyseum, 2nd-Lieut. Tompkinson; Stonecutters, 2nd-Lieut. Matthewman.

Instruction for higher ratings and N.C.O.s and men of the Infantry Battalion attached for duty.—Class 1 at Belchers at 8.30 p.m. on Mondays and Thursdays for all who have not passed the "Proficient" rate (1/-) exam. Class 2 at Belchers at 8.30 p.m. on Tuesdays and Fridays for all N.C.O.s and men of higher ratings, under Staff-Sergeants, Overdone and Parsons, R.E., and Sergt. Day, H.K.D.C., Class 3 at Lyseum at 8.30 p.m. on Tuesdays and Fridays under Staff-Sergeants, Barclay and White, R.E., and Sergt. Williams, H.K.D.C.

ORDERS FOR INFANTRY BATTALION BY MAJOR H. A. MORGAN.

PARADES—"A" COMPANY.

Tuesday, 18th June:—

5.15 p.m. No. 2 Platoon at Headquarters. T.E.T. Dress: Drill order.

Wednesday, 19th June:—

5.30 p.m. N.C.O.s of Nos. 3 and 4 Platoons (as detailed by Platoon Commanders) at Headquarters. T.E.T. Dress: Drill order.

5.30 p.m. No. 1 Platoon on Polo Ground: Hongkong residents will parade at the Cricket Club at 5.10 p.m. and proceed by Tram to Causeway Bay. T.E.T. Dress: Drill order.

Friday, 21st June:—

5.30 p.m. Nos. 3 and 4 Platoons on Murray Parade Ground. T.E.T. Dress: Drill order.

Saturday, 22nd June:—

5.30 p.m. Nos. 1, 2, 3 and 4 Platoons parade at Statue Pier for Judging Distance Test. Dress: Drill order.

Tuesday, 18th June:—

5.30 p.m. Parade at Stone Pier to attend the funeral of the late Sergt. Bryson. Dress: Drill order without rifles. Separate orders will be issued for the Firing Party. Officers will parade with swords and officers and W.O.s will wear black bands on the left arm.

Thursday, 20th June:—

5.30 p.m. N.C.O.s of No. 7 Platoon (as detailed by Platoon Commander) at Headquarters. T.E.T. Dress: Drill order.

Saturday, 22nd June:—

Nos. 5, 6, 7 and 8 Platoons, Judging Distance Test. Time and place will be notified later.

Sunday, 23rd June:—

Half of the Company (as detailed by Company Commander) parade for Judging Distance Test. Hongkong residents at Statue Pier at 2.30 p.m., Kowloon residents as specially instructed by Company Commander. Dress: Drill order.

Monday, 17th June:—

5.10 p.m. Drill at Kowloon Docks, Nos. 1 and 2 Guns only. Hongkong residents proceed by launch from Statue Pier at 4.30 p.m.

Tuesday, 18th June:—

7.10 a.m. No. 3 Gun at Headquarters.

Wednesday, 19th June:—

5.10 p.m. Nos. 4 and 5 Guns at Headquarters.

Thursday, 20th June:—

5.10 p.m. The following men will parade at Headquarters:—Ptes. Field, Irvine, Labrum, Logan, McKerns and Stapleton.

Engineers' Class on Wednesday 19th, and Friday, 21st June, at 7.10 a.m. at Headquarters.

Mounted Section.

Monday, 17th June:—

5.30 p.m. At Jockey Club Stables. Dress: Drill order.

Thursday, 20th June:—

5.30 p.m. At Jockey Club Stables. Dress: Drill order without rifles.

Saturday, 15th June:—

2.30 p.m. Parade at Statue Pier for Judging Distance Test. Dress: Drill order.

(Continued at foot of next column.)

# DODGING SHELLS IN THE AIR BUMPED BY A BIG GUN

To the gunner an aeroplane is a very difficult target indeed. It is very small, can travel at 100 or 120 miles an hour, and at a height of 15,000 or 20,000 feet is almost invisible. When it is realised that it takes a shell more than half a minute to reach the height of 20,000 feet, and in that time the machine may have travelled nearly three-quarters of a mile, it will be seen that the difficulties of aiming are great.

A good pilot can watch a gun fire on the ground and can so manoeuvre his machine that the shell will burst hundreds of yards behind or to the side of him. In the half-minute that the shell takes to reach his height he can climb several hundred feet or dive several thousand, if necessary, and so make of no avail the calculations of the gunner.

In the matter of wounds an aeroplane is very much like a man—one little piece of shrapnel may cause its destruction or put it out of action, while it may receive innumerable cuts and slashes from shell splinters and yet carry on, and eventually return safely to its base.

The chance that an anti-aircraft gunner has of bringing down or destroying a machine is small, but his gunnery has the valuable effect of causing machines to fly very high, and so lessens the accuracy of bombing, reconnaissance, and photographic work. At the same time the pilot is continually worried, and has to turn and "zig-zag" to dodge the shells, in addition to watching the ground and keeping a look-out in the air for other machines, and so, to a very large extent, the necessary concentration of his faculties on his work is very much disturbed.

The bursting of shells in the air near the machine is a curious sight to the airman, for each puff of smoke appears so suddenly in space, and the jet looks so solid and has such a definite outline before it begins to expand and dissipate. It is a very interesting sight if it is not too near!

At times other artillery than the anti-aircraft gun affects a machine. There are cases of machines, flying low over the trenches, which have disappeared in a flash of light and a cloud of smoke, having unfortunately come into contact with a heavy howitzer shell on its way to some ammunition dump or communication trench.

There is a story of a pilot who was flying well behind the German lines when his machine was suddenly and unaccountably lifted thirty or forty feet into the air and lowered again to its former level—as though some giant had lifted it up slowly in the grasp of his huge hands. The pilot looked over the side to see if there was any shellfire underneath which could have caused this strange movement, but the sky was bare. It was a calm day, singularly free from "bumps," as he was very perplexed.

He circled round again for a few minutes, when the same phenomenon happened—a slow, decided rise and fall in the air. This occurred several times, and when he returned to his aerodrome he mentioned it to several of his friends, and learnt that a great 15-inch long-distance gun of the enemy had been firing its shells into a town near by—some 18 or 20 miles behind the lines. A glance at the map showed him that he must have flown over its position, and that the tremendous displacement of the air caused by the firing of this enormous gun must have lifted him up and down, as a small boat rises and falls in the wake of a passing tug.—S.T. in the Daily Mail.

# ST. JOHN AMBULANCE BRIGADE.

HONGKONG AND CHINA DISTRICT.

NO. 2 V.A.D.

Thursday, June 20th:—

8 p.m. Squad and stretcher drill.

NO. 3 V.A.D.

Tuesday, June 18th:—

1.15 p.m. Banding class.

Wednesday, June 19th:—



CONSCRIPTION AND VOX  
POPULI

(CONTINUED.)

Local politics frequently lead people to indulge in personalities. It is, of course, the penalty which public men are called upon to pay if they wish to serve the community. No doubt the public men realise that fact fully before they enter public life; it shows, at any rate, that they have courage to risk such troubles. It was said, before the war, that in England people of culture were refusing to take part in municipal life, because of these unpleasant personalities. The recent extraordinary trial, during which Pemberton Billing made incredible suggestions about an ex-Premier of Great Britain, is perhaps an extreme case, but it is an example of what personal animus towards a servant of the public can accomplish.

In Hongkong there has been, especially since the outbreak of the war, a great deal of local excitement concerning political matters. It is, at times, very hard for one who is not daily in the streams of life in the City to understand why there should be so much of the personal element dragged into the controversy. The climate may account for some of it.

At the present time feeling runs very high on this matter of conscription. Mr. Jenkin and "Roderick Random" take opposite points of view. Every man is, one may suppose, entitled to his opinions; and if he goes beyond certain limits there is the law of libel. So much do the laws of Great Britain respect individual opinions that, even in this crisis, a conscientious objector to warfare is not compelled to fight. Now in ordinary circumstances, it does not, perhaps, matter much if Mr. Jenkin and "Roderick Random" go for each other in the public print. In the days of peace we might even find it as entertaining as some of the stories of Mark Twain concerning American editors and their newspaper readers. But, unfortunately, just at present some of us want to obtain all the evidence possible about this conscription business. We want to form an unbiased judgment, and the matter is obscured very much by these personalities, which act like smoke-screens.

The British community of this Colony is made up of many elements and it would be unfortunate if the general theory were accepted that any one element, however important, can dictate to the rest of the community. That seems to account for the attitude of some of the business men towards the Executive and Legislative Councils. Concerning the best form of Government for a Crown Colony much has been written, and it is not proposed to enlarge upon it now. But unless the views of the Chamber of Commerce are entirely misunderstood, their argument is that the community as a whole, and not the cadet service, should decide concerning legislation.

It does, therefore, puzzle a mere on-looker that the theory should now be advanced that the Chamber of Commerce is entitled to prepare legislation, and that, because it comes from that quarter of the community, therefore, it must be passed without criticism.

No one has a more profound admiration for the commercial men of the Colony, not even "Roderick Random," than the writer; and often and often that admiration has been expressed by him in public prints, such as the *Times*. He asks for nothing better than to have the opportunity of increasing his admiration by learning more of the past history and the present enterprise of the commercial men of this Colony. But he has also a very great respect for the medical profession. Yet he would not give that learned body of men a free hand to draft and to pass legislation affecting all of us, without any possibility of amendment, especially if that legislation involved a matter of life and death. They might insist that we took physic four times a day during the rest of our lives.

There is a danger that we are all of us just a little apt to exaggerate the importance of our own work or professions. The British community of Hongkong does not consist entirely of doctors, soldiers, Government servants, or business men. There are the lawyers, the schoolmasters, the architects, and engineers, the men in large dockyards at Taikoo and Kowloon, and even such

obscure people as those who work in connection with the tramways, the electricity supply, and the local steamers. They are all affected, if under forty, by this most important legislation, and many of them have not been in any way consulted about it. You may use that fact, if you please, as an argument for Constitutional Reform; but, on the other hand, it can be suggested that the Chamber of Commerce Committee might have invited representatives of all sections of the community, including the restless employees, to consider the contents of this vital Bill which they seem to have drafted.

It may save recriminations and personalities if the writer explains his own point of view, which he advances merely with the object of showing that we all have our own pet notions. He advocated, at the outbreak of war, legislation to compel every physically fit man in the Colony to join the Volunteers or Reserves, or to publicly declare himself a conscientious objector. And since then it has seemed to him that the simplest plan was to introduce legislation here on the same general lines as that proposed in the Imperial Parliament. Under those conditions all the young men would have been trained, and then when the urgent call came the single men would have been liberated first, even if married men replaced them in the office.

Anyone who knows the young men of the Colony knows also that they ask only to go to the front. (There may be insignificant exceptions, but the case of one per cent can be ignored.) It is also only fair to assume that the married men, too, wish that they could go. (For, make no mistake about it, in the days when the war is over, those of us who, for whatever reason, did not fight, will feel bound to step behind those of our own people who did fight. It will be hard on the young men who were kept back; we shall all have to take it as "rough luck.") But the married men have given hostages to Fortune. If they have children they have a duty to the State to train those children to become good citizens.

Let us attempt to regard the whole matter in the most charitable manner possible. Let us assume, despite some unfortunate words used in the Legislative Council, that the Chamber of Commerce wish to send as many men as is possible to the front, and wish to retain others for the sake of Empire trade and not their own individual interests. Let us assume that every man, married and single, under forty wants to go. Then we must see, at once, that, in the matter of selection, the young unmarried men should be given the right to go first. The cost to the Colony will be less. He will be made a better soldier, for he will be much more physically fit, if aged about 23 than the man of 38. He will not penalise young children, who will need careful training if they are to become assets of the Empire. He will adapt himself to new conditions more easily than an older man.

Of course the uncharitable will say that the above is merely a plea to be excused service at the front. But, having been rejected twice for active service, on medical grounds, that can be ignored. And let it be said, once more, that those of us who take no active military part in this great struggle will regret that fact for the rest of our lives. For, when the war is over, the world will not be able to do enough for those who went through the furnace in Flanders, Mesopotamia, Palestine or the other battlefields upon which this great struggle has been fought. It will be easier to face danger of life for a year or two than to have life-long regrets.

M. S.

## THE CONSCRIPTION BILL.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—For pity sake, spare us from further contributions of such nauseating rubbish as that contained in the letter signed "Business is Business."

If a male, I sincerely hope he may be one of the first to be slung out of his job to make an opening for one of the boys who have been doing "their bit."—Yours, etc.,

A. W.

[The courtesy of our columns is extended impartially to all shades of opinion.—Ed., H.D.P.]

TO "RODERICK RANDOM" OF THE  
"DAILY PRESS."

Before asking to be cleared from two imputations made against me in your article of June 14th, may I be permitted (at the risk of being eternally "marked" by your powerful journal) to drag you from your journalistic "funk-hole" and ask if you are recognisable as Mr. H. A. Cartwright, printer, publisher and editor of the newspaper which serves your purpose so well?

Will you accept my assurance that I have not written under "instructions" from the Government? The letters are entirely my own, and I received, directly or indirectly, orally or by document, no information or suggestions of any kind from anyone in the Colony.

In the next place, may I repudiate any intention of "casting aspersions upon," "holding up to ridicule" or "insulting" the gentlemen to whom I addressed certain questions in my letter of June 13th.

It is in your own article, when still writing as "Roderick Random" on June 12th, that I find the statement that:—

"The commercial houses appealed to the Government to help them out of the difficulty by introducing conscription in order that the necessary remaining men might be content to continue at their posts."

From the last letter of the hon. member for the Chamber of Commerce we know that the commercial houses construe "necessary" as covering all the men at present in their employ.

Because I did not believe, and do not now believe, that the men themselves asked for conscription for such a purpose, I took the liberty of putting it up to them to answer what you term an "insulting" question.

You suggest I should apologise. When the men themselves repudiate your statement, the statement which I have quoted above, then I will most liberally apologise, but only for having placed reliance on anything which appeared over your pseudonym.

F. C. JENKIN.

June 14th, 1918.

[The adoption of a *nom-de-plume* is a thoroughly well recognised British journalistic practice, and indicates no unworthy motive, as our correspondent must be well aware. We need only mention such familiar examples as "Dagonet," "Claudius Clear," and "Sub-Rosa." As a matter of principle, therefore, the Editor of this paper declines to allow himself to be "drawn" as to the identity of "Roderick Random," but he freely accepts full responsibility for the statements and opinions which appear above that signature or in the editorial columns of the *Daily Press*. That Mr. Jenkin is conscious that his conduct in this matter is not above censure is shown by his anticipation that he will be "eternally marked." The Editor of this paper, however, would consider himself unfit for his position if he were to allow personal feelings to influence him in the discharge of his duties, and he is content to leave the matter to the judgment of the public. Mr. Jenkin will realise upon calm reflection, we think, that the offensive suggestion he makes is more damaging to himself than to anyone else.—Ed., H.D.P.]

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—My attention has just been drawn to the concluding paragraph (which I had somehow missed) of "Roderick Random's" first answer to Mr. Jenkin in your issue of the 12th instant. I think that "Roderick Random" did the Hon. Mr. Lau Chu-pak less than justice in ascribing his vote for the Conscription Bill to the result of mental aberration of the moment. Mr. Lau's action, taken in conjunction with his remark in Council that the Chamber of Commerce should not have asked for conscription to be applied to Hongkong, does seem, at first sight, inexplicable. But if we ponder, that remark just explaining his attitude.

The Bill was introduced at the request of the Chamber of Commerce—or, rather, of its Committee; but at the third reading they took alarm at a certain clause, which affects their interests, and, ignoring the main object of the measure, turned round and kicked it, as one of your correspondents puts it. No wonder, therefore, that a disinterested person on the Council like Mr. Lau should have given his vote in favour of the Bill, apparently as an implied protest against the stand taken by its original sponsors.

Instead of being sneered at, I think Mr. Lau Chu-pak deserves well of the whole community, especially of those Englishmen who have no interests in China "controlled from the Colony," for the courage he has shown in this all important matter.—Yours faithfully,

AN ENGLISHMAN.

Hongkong, 14th June, 1918.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—Shall we not call a truce to railing and recrimination? It can do no earthly good, and it is not an edifying spectacle for the British subject of non-British descent.

The cheap sneer, or cheap score, may afford a passing gratification to the man who pens it, and the satisfaction of a sardonic chuckle to those who read it, but—while we wrangle and squabble men are dying, dying in thousands, that we and ours may live in security here no less than at home.

Shall we not close our ranks, employers and employed, put aside petty jealousies and unworthy suspicions, give credit to those about us for a patriotism as sincere as our own, and cease to be continually looking around for some other fellow who "ought to be doing a job at the front?"

Don't let disgruntled opponents of the Bill who, nevertheless, want conscription sulk in their tents because the Bill is not exactly what they asked for. Let the Tribunal get to work without fear or favour, and let us all combine with a will to see how many more fit men Hongkong, which has sent home many a brave spirit, can yet spare.

This is no time for bickering. If Germany were to win, what would it profit any one of us to have saved his face or saved his business? We have got to beat Germany, even if materially we suffer losses untold. Material losses may be retrieved if we win. If we should lose, good-bye to everything that makes life worth living.

I say to Mr. Holyoak, to the Committee of the Chamber of Commerce, to the Heads of the big Hongs, to the "hot heads" whom they employ, to Mr. Jenkin, to "Roderick Random," to all others to whom this appeal may have any force, "forget your differences at this crisis, and devote the energies which you are frittering away in useless and acrimonious controversy, to one purpose alone—helping to win the war.—Yours, etc.,

UNITY.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—Time was when it was customary for correspondents to allow themselves to be "fined" (proceeds to Charity) for the privilege of indulging in "hot air" attacks through the medium of the papers. Some gave spontaneously, others had to be reminded. Recent efforts should have brought at least \$300 to Charities, and I think this ought to cost me \$10, which I enclose.—Yours faithfully,

"REFRIGERATOR."

14th June, 1918.

## MR. GOMPERS' CONVERSION

The Duke of Devonshire, Sir Wilfrid Laurier, members of Cabinet, and many prominent men, recently heard an address by Mr. Gompers, the president of the American Federation of Labour, at the Canadian Club, whose president, Sir Henry Drayton, introduced him as the generalissimo of American labour. Mr. Gompers told how the Socialist party leaders, working in concert with the Imperial Government, had committed the labour unions of Germany to militaristic designs while deluding Socialists in other countries into the belief that Germany would only use her army to maintain the peace of the world. There was, he said, no greater pacifist than himself before the war. In June, 1914, he had furnished manuscript extracts from his speeches for a book which was being printed for the Carnegie Peace Foundation. When in August the world was on fire and war had come, believe me," said Mr. Gompers, "I lost no time in getting out of the printers' hands that damned fool stuff." From that time he had been transformed from an extreme pacifist into a decent sort of fighting man. He deprecated any Labour conference with representatives of the enemy, adding, "When you begin to discuss peace you lose the will and power to fight, and the duty of the hour is to fight, not because we want to fight, but because there is no honourable alternative." The American Federation of Labour, he said, had decided not to meet representatives of enemy countries until the war was over. He had received a report from the delegation of the federation now in England that the same thought prevailed among the workers there.—*Reuter*.

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## NEW ADVERTISEMENTS

## LOST.

IN the Happy Valley District. Small WHITE DOG, with bushy tail, black and tan face and black spot on back. Answers to the name of "Billy." Reward if returned to POST OFFICE. [2143]

## PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.  
MR. GEO. P. LAMBERT has received instructions to sell by Public Auction,

## FRIDAY,

the 28th day of June, 1918, at 3 p.m., at his Sales Room in Duddell Street, Victoria, Hongkong.

The following LEASEHOLD PROPERTY situated at Victoria, Hongkong, viz.:-

All those pieces or parcels of ground situated at Victoria aforesaid and known and registered in the Land Office as the REMAINING PORTION OF SECTION A OF INLAND LOT No. 905 and THE REMAINING PORTION OF INLAND LOT No. 905 together with all the messuages or buildings erected thereon respectively. Term 999 years. Estimated Area 30,000 and 30,000 Square Feet respectively. Proportions of Annual Crown rent \$204.50 and \$396.43 respectively.

For further particulars and conditions of sale apply to the undersigned.

Messrs. JOHNSON, STOKES & MASTER, Prince's Building, Lee House Street, Hongkong, Solicitors for the Mortgagee of T. LAMBERT, The Auctioneer. Hongkong, 14th June, 1918. [2142]

## LOST.

SMALL WHITE FOX TERRIER. Brown Head. Small black spot on back. Answers "Fox." Tel. 1949, or to "C.H.B." Care of "Daily Press" Office. [2131]

IN THE SUPREME COURT OF HONGKONG.

## PROBATE JURISDICTION.

IN THE MATTER of the Estate of FUNG HIPO, formerly carrying on business as a Shoemaker under the name of the YUE CHING FIRM at 283, Queen's Road Central, Victoria, in the Colony of Hongkong, deceased.

NOTICE IS HEREBY GIVEN that the Court, by virtue of Section 68 of the Probate Ordinance (No. 2 of 1907), made an Order limiting the time for sending in claims to or against the above Estate to the 15th day of July, 1918.

Creditors and Claimants are hereby required to send their claims to HUGH ADAM NISBET, of the Supreme Court, Victoria, in the Colony of Hongkong, Official Administrator of the Estate of the above-named deceased, by the above date.

Dated the 14th day of June, 1918.  
JOHNSON, STOKES & MASTER, Solicitors for the Administrator, Prince's Buildings, Hongkong. [2140]

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## INTIMATIONS

## ST. JOHN'S CATHEDRAL.

## ORGAN RECITAL

MONDAY. at 6 p.m.

Vocalist:

MRS. W. J. HILL.

[2132]

## THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of the INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Limited, Pedder Street, Hongkong, on SATURDAY, the 29th day of June, 1918, at 12 o'clock Noon, to comply with the provisions of Article 40 of the Company's Articles of Association.

Through unavoidable circumstances it has proved impossible to complete the accounts for 1917 in time to present to the Meeting, and it will accordingly be necessary to adjourn the Meeting to enable the accounts to be presented at a later date.

JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 13th June, 1918. [2135]

## WANTED.

ENGLISH NURSERY GOVERNESS required for little girl four years. Good salary to suitable person. Write, giving full particulars, to "P. U. C." Care of "Daily Press" Office. [2124]

## WANTED.

AN ELECTRICAL or MARINE ENGINEER is required as a Shift Engineer at the Generating Station of the HONGKONG ELECTRIC CO., LTD., Wanchai.

Apply in writing accompanied by details of experience and copies of testimonials to THE MANAGER, HONGKONG ELECTRIC CO., LTD., St. George's Buildings, [2095]



## NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Applicants will be required to produce Passports or identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION or PERSONS ORDINANCE 1918.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50. [59]

## DAIRY FARM NEWS.

## JUNKET!

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## INTIMATION

## WATSON'S

## E

## THE PREMIER SCOTCH.



DISTINCTIVE IN FLAVOUR.

WELL MATURED.

MELLOW.

## A. S. WATSON &amp; CO., LTD.,

WINE AND SPIRIT MERCHANTS.

Tel. 618.

## The Daily Press.

HONGKONG, 15th JUNE, 1918.

## GERMANY'S BAD FAITH.

It is realised today, even by Mr. A. HENDERSON and Mr. GOMPERS, "the generalissimo of American Labour," that a negotiated peace is impossible because German promises cannot be believed.

It would be a bargain, but, unfortunately, in international bargains virtue frequently has to rest content with being its own reward, while trickery obtains all the advantages.

Virtue would probably be forced very soon to sign a dictated peace. There are some people who profess to believe that the Germans have learnt so much during the war that we should be quite safe to trust to their word, but the evidence points all the other way.

For example, one of the terms of the armistice between the Germans and Bolsheviks was that the Germans were not to move any troops from East to West. That promise was most flagrantly broken and dishonoured.

The Germans sent many thousands of men away "on leave," and at the expiration of that "leave" they were sent to the Western Front. Moreover, a document captured on the Mesopotamian front, signed by a German Staff officer named Daurer, ran as follows:—"Communicate discreetly to the Kurdish chiefs that, according to Army orders received by me, they are to accelerate robberies and ambushes in spite of the armistice."

The withdrawal of the Russians is to be as costly to them as possible. The Kurds are not Turkish regulars, but are of that type of half-disciplined auxiliary force which hangs on to the skirts of armies in the East and changes sides when it pleases. They were, therefore, admirable agents for the enemy's purpose, because they could be secretly instigated to such treachery and disguise, if necessary. It will be remembered

that Bismarck forced on the war of 1870 by "slightly adapting" or rather forging the Ems telegram. Between Bismarck's action and the action of Daurer there is no difference in spirit; they have the same Teuton touch. Unfortunately, we have not yet taught the Germans that such methods do not pay. With America's help we shall eventually teach that lesson, but to negotiate with the Germans now in such a way that our future happiness and prosperity depended on their promises, and nothing more concrete, would be an act of reckless, criminal optimism. Probably the "Pacifists" are influenced by some such reasoning as this:—"It is absurd to level an indictment against a whole nation—so say that all Germans are liars. There are plenty of liars in other countries. Much of this distrust of Germany is the natural venom produced in a war atmosphere. Remove that atmosphere and the distrust will disappear. You will never have peace, if you are going to wait till all nations trust each other." That is true so far as it goes, and there would be much to be said for it if Germany were a free country, but Germany and Austria are the only Great Powers without a public opinion. That feebleness of public expression, that impotence of the general will has been produced, fostered, and maintained by an able, strong, and unscrupulous Autocracy, which has found that trickery pays. The Germans might be the most honourable people in the world, but so long as they are powerless and their Government is crooked they will be a menace to the world. It is the Allies' task to teach the German people that they are discredibly weak and that their Government is abominably dishonest. Daurer may now be a national hero; we must teach the German people that he is a national reproach. Then we can have peace. No one who has studied the history of Germany since 1860, intelligently and without bias, can fail to see that the spirit which animates her rulers is anti-social, anti-democratic and unhalloved.

The following cases of communicable diseases were notified in the Colony on Thursday:—Cerebro-spinal fever, 1; bubonic plague, 1 (1 death); enteric fever, 1 (1 death).

At the Hongkong Magistracy, yesterday, two Japanese restaurant-keepers, of Spring Garden Lane, were fined \$25, with the alternative of a month's hard labour each, for keeping their restaurants open beyond the scheduled time.

## WOLVES IN THE NEW TERRITORY.

## POLICE PARTY SHOOT ONE.

Sergeant MacDonald, of the Tsunwan Police Station, received information to the effect that a pack of wolves had been seen at Tai Wai village, in the neighbourhood of Tai Mo Shan, in the Tsunwan district, and immediately set out for the place with an armed party of *Iukangs*. They reached the village and commenced a hunt for the wolves, with the result that they were able to trace one, which they shot dead. It was presented to the Hongkong Museum and is now being mounted.

## POLITICAL SITUATION IN SWATOW.

[FROM A CORRESPONDENT.]

SWATOW, June 12th.

I stated in my notes with reference to the above a few days ago that the Southerners and the officials evacuated Swatow on the 8th inst.—making the road smooth to the invaders, the Northerners, who were expected to come in on the following morning.

However, their actual entry here has not yet materialised; on the contrary, it has been postponed, as, owing to the inundations in the district of Cheng-Hai, no transportation is available.

Over sixty per cent. of the Southern troops, who ran away to Chaoyang, have now returned to Swatow, after learning that the Northerners could not yet come in.

Immediately after the Southerners returned they posted proclamations, notifications in the streets urging the people to have no fear. The exodus from Swatow continues and the least sign of trouble causes a panic.

## THE CENSORSHIP REGULATIONS.

## HONGKONG TELEGRAPH FINED \$5.

At the Hongkong Magistracy, yesterday, Mr. J. R. Wood delivered judgment in the case in which the Hongkong Telegraph was summoned for publishing certain information in regard to the arrival and descriptions of two of H.M.'s ships, in contravention of the Censorship Regulations.

Mr. G. H. Wakeman (Crown Solicitor) prosecuted and Mr. H. W. Looker appeared for the defence.

Mr. Wood delivered the following judgment:—"It is not disputed that the defendant has published movements and descriptions of certain of His Majesty's ships and has contravened the terms of Regulation No. 1 of the Censorship Regulations, 1917.

(2) But I have been asked to dismiss the summons on the ground that the publication in question, being a repetition of information already widely circulated in the Press in Shanghai, and having reference to movements which were in no way concealed and were of a date substantially prior to defendant's publication, did not in any degree prejudicially affect the safety of the Colony, which it is the sole object of this Order-in-Council Authorising those Regulations, and of the Regulations themselves, to preserve.

(3) No one could reasonably doubt that the Colony is as safe now as it was before the publication here considered.

(4) The issue, however, is wider than this. In the present war the interrelation of events is such that the defence of the Colony is involved in the defence of Great Britain and her Allies. We are indebted for our safety here to His Majesty's Navy and Army wherever in the world they may be operating. The Colony, which was little more than an onlooker in the recent South African war, is participating in the efforts and in the risks of this war. The Regulation under which this summons is brought has been adopted with this fact in view. It has been devised as one of our own measures of defence. And whereas any particular contravention of it may have a negligible result, another may occur which will be of the first importance. The strict observance of this regulation is required by the Military Situation.

(5) The Editor of the Hongkong Telegraph did not fully consider the position when he assumed that it was in his discretion to publish the paragraph in question. He had no such discretion.

His duty was to obtain the approval of the censor before publication.

(6) In their correspondence with the Attorney-General the solicitors for the defendant stopped short of admitting the offence alleged. I imagine that if they had been instructed to make this admission, this Court would not have been troubled with these proceedings.

The contravention is, in itself, of minor importance; but so long as the legal consequence of the defendant's action remain in dispute between the Crown and the defendant, no course would seem to have been open to the Crown Solicitor, except to ask for a public decision.

I fine defendant \$5.

## A BIG HAUL.

## CHINESE ALLEGED TO HAVE SNATCHED \$4,000.

At the Hongkong Magistracy, yesterday, before Mr. J. R. Wood, a Chinese was charged with snatching \$4,000 from another Chinese in Des Vaux Road Central.

Mr. W. E. L. Shenton, who appeared for the defendant, asked for an adjournment, stating that he was not yet in a position to go on with the case.

According to instructions received, he believed there was a great deal more behind this prosecution than mere snatching, though he was unable at the moment to say whether that was true or not. He asked Mr. Wood to grant bail.

Serjt. Blackman said he had no objection to that.

Mr. J. R. Wood remanded the case till Tuesday next, fixing bail at \$500.

## WOUNDED MEN TO RETURN.

Mr. Pennfather asked the Under-Secretary for War recently whether the new instructions in regard to transfer to home service of men who have served abroad and have been wounded have yet been issued.

Mr. Macpherson replied in the Parliamentary papers: No instructions have yet been issued. I am afraid that the present military situation is such as to require the services of all men who, though wounded, are fit for combatant service, and that the issue of the instructions recently under consideration must be postponed to a more favourable time.

## CHINESE TELEGRAMS.

[THROUGH RUSSIAN AGENCY.]

## THE SIBERIAN SITUATION.

PEKING, June 12th.

General Semenov reports that the Austro-Germans are threatening his communications, and that he has since retired.

General Semenov reports the capture of Gurko, north-east of Borzla.

## THE REGISTRATION ORDINANCE.

## TWO WELL-KNOWN RESIDENTS SUMMONED.

At the Hongkong Magistracy, yesterday, before Mr. J. R. Wood, Mr. R. E. Bellios, barrister-at-law, was summoned for failing to furnish to the Captain Superintendent of Police a return of particulars specified in the Second Schedule of the Registration of Persons Ordinance, 1910, as amended by the Government notification of 1917.

Mr. P. W. Goldring offered a plea of guilty on behalf of Mr. Bellios.

Mr. T. H. King, A.S.P., said the Police did not wish to press for a heavy penalty in spite of the fact that there were notices on the subject appearing in the Press daily. What the Police desired was to impress the general public with the necessity of complying with the Registration Ordinance. The omission, on the part of defendant, was due to carelessness and was not an intentional act. He thought a nominal fine would meet the case.

Mr. J. R. Wood fined defendant \$5.

Mr. V. Findlay Smith, barrister-at-law, was summoned on a similar charge.

Defendant stated that he was in a dilemma. He did not know whether he should plead guilty or not. He had only recently arrived from Japan and had been so busy since that he entirely overlooked the matter. As a matter of fact, he was a member of the Hongkong Defence Corps, and therefore he did not think it was necessary for him to register.

Mr. J. R. Wood fined defendant \$5.

## THE STRANDING OF THE "TJITAROEM"

## COURT CENSURES THE CAPTAIN.

At the Marine Court yesterday judgment was delivered in connection with the stranding of the s.s. *Tjitaroem* on the Pratas Reef on May 29th.

The Court was composed of Commander C. W. Beckwith, R.N. (President), Commander C. W. Gibson, R.C., Captain Pritchard, Captain McKenzie and Capt. T. Arthur.

Mr. W. E. L. Shenton appeared on behalf of the Captain of the vessel, who demanded the inquiry; and Mr. F. Davidson was present on behalf of Messrs. Jardine, Matheson & Co., who were operating the vessel.

Commander Beckwith read the following judgment:—"We find that the British s.s. *Tjitaroem*, official No. 142210 of Hongkong, of which Francis Henry Hamblin, Certificate No. 1978, Hongkong, was master, left Shanghai, en route for Singapore on May 24th, and on May 28th at 1.25 p.m. was 24 miles south-east of the Great Lamoucks Lighthouse, when a Courge S. 13 W. magnetic was steered and the ship proceeded at full speed towards the Pratas reef, distant 450 miles, with the object of checking the rate of his chronometers, which had been found unreliable after leaving Shanghai. The ship proceeded on this course and speed, and at 3.30 a.m. on May 29th, the master was called by his own orders and came on deck with the intention of shortly afterwards turning the ship around to the north to wait for daylight. At 3.35 a.m. the ship struck on the north side of the Pratas reef.

The Court do not consider that the course steered from the Lamoucks was a safe one, taking into consideration the impossibility of obtaining any warning of close approach to this reef by any other means than visibility, which, under the most favourable conditions, is only a few miles, and that the stranding of this ship was due to the careless and faulty navigation of the Master in approaching this dangerous reef at full speed, during the hours of darkness and placing too much reliance on his patent log whose accuracy was quite unknown to him. But, taking into consideration that after the ship had struck everything was done by the Master in a seamanlike way for the safety of the ship and crew, that strenuous efforts were made to get the ship floated, and communication was established with Hongkong which eventually enabled the ship to be got off, the Court adjudge the Master, Francis Henry Hamblin, to be severely censured.

Given under our hands at Victoria, in the Colony of Hongkong, this 14th day of June, 1918.

(Sdg.) C. W. BECKWITH (Cdr., R.N.). C. W. GIBSON (Cdr., R.N.). A. MCKENZIE. B. S. PRITCHARD. T. ARTHUR.



# THE WAR.

## GERMAN OFFENSIVE CHECKED. FRENCH COUNTER-ATTACK FORESTALLS ENEMY. AUSTRIAN BATTLESHIP TORPEDOED. DARING ITALIAN MOTOR-BOATS. COUNTER-REVOLUTION IN RUSSIA. THE DANGER TO HOLLAND.

### Branco-Belgian Front.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

#### BRITISH FRONT.

##### LINE ADVANCED.

LONDON, June 13th.  
1.30 p.m.

Field-Marshal Sir Douglas Haig reports:—In a successful daylight raid yesterday south-eastward of Arras we inflicted heavy enemy casualties. A trench-mortar was brought back and two others were destroyed.

In local operations at night-time we advanced our line a short distance at little cost, with the capture of a number of prisoners south-westward of Merris.

The French, eastward of Dickebusch-lake, improved their positions in the neighbourhood of Ridgewood, and captured 30 prisoners.

EARLIER CABLES.

#### AERIAL OPERATIONS.

LONDON, June 13th.  
12.20 p.m.

Our aeroplanes assisted the French in a counter-attack in the western portion of the Noyon battlefront on June 11th, by special patrols dealing with German machines and by a vigorous constant bombing of the enemy's trenches, gun positions and communications and heavy machine-gun fire from our low-fliers upon hostile troops and transport in the same area.

We destroyed 10 German aeroplanes and drove down four uncontrollable. The British lost three. Two British machines missing yesterday have returned.

British and French squadrons since the German attack in the Noyon sector on June 9th dropped 21 tons of bombs and accounted for 29 enemy machines on the British front. Two German machines were shot down and two driven down uncontrollable. One British machine is missing.

We dropped 14 tons of bombs on June 11th.

Our night-fliers heavily attacked the railway at Cambrai and billets at Frenicourt, dropping four tons of bomb with-out loss.

#### NOTHING SPECIAL.

LONDON, June 12th.  
10.25 p.m.

Field-Marshal Sir Douglas Haig reports:—The French successfully raided last night in the neighbourhood of Loivre.

#### GERMAN REPORT.

LONDON, June 12th.  
10.25 p.m.

A wireless German official report states:—We repulsed, with the heaviest losses, a French counter-attack south-westward of Noyon, and threw back the enemy on the whole front from Le Pleyron to Antheuil.

We cleared out the enemy from the west bank of the Oise northward of the junction of the Matz.

Our prisoners are now 13,000.

The enemy evacuated Carlepont Wood, and we are pursuing him.

We reached a line running northward of Bailly through Tracy-le-Val to westward of Namcal.

LATEST CABLES.

#### FRENCH FRONT.

##### BITTER FIGHTING.

LONDON, June 13th.  
5.35 a.m.

Reuter's Correspondent at French Headquarters, telegraphing yesterday, states:—Our counter-attack yesterday

between Courcelles and Belloy was delivered just as the Germans were assembling for an attack. Consequently their positions were held very strongly. The fighting was very bitter, but the French infantry, supported by tanks and British and French air squadrons, over-matched a numerically superior enemy. Battleplanes flew in front of the infantry, spraying the Germans with bullets at a height of a few score yards, while the bombing machines attacked the enemy concentrations in the rear.

The losses of the Germans owing to the overcrowded front were very heavy. Their strength is indeed remarkable, four divisions being identified on a front of 3,500 yards.

The enemy in the centre continues at heavy cost to push his way yard by yard down the Matz Valley, where the abundance of small woods and broken ground afford the maximum of protection against machine-gunning and artillery firing.

Our troops further west pursued their progress on the plateau into the valley below. This position, in which the enemy believed himself to be firmly established forty-eight hours ago, was important for his advance in the centre, as it overlooks the Matz valley and commands the junction of the main roads from Montdidier to Beauvignes at Guvilly, through which the enemy troops and supplies for the front-line in the river valley must pass, also the junction of the Senlis and Compiègne roads, on which he depends for an advance southwards, and thus overlooks the German centre. This must have already greatly embarrassed the enemy.

The Germans east of the Oise developed a new attack on both banks of the Aisne, starting from the line Moulin-sous-Touvent-Ambly-Ortry-Dommiers and fronting the Oise. Evidently the enemy intends to march along both banks of the Aisne, skirting the Villers-Cotterets forest on a north drive. The French are not merely out of the wooded salient north of the old Franco-German front of 1910, also out of the Quirscamp, Carlemont, and Montagne forests, but they are also out of the much larger Aigle Forest between the old front and Aisne, and are possibly out of the still larger Compiègne Forest, immediately south. There is no indication at present that he will be able to carry out his programme.

#### GERMANS DEFINITELY CHECKED.

LONDON, June 13th.  
7.30 a.m.

There is a growing tone of optimism in the newspapers as it becomes clearer the Germans have been checked. They certainly compelled the French to withdraw from the northern end of the salient on the left bank of the Oise, including Carlepont Wood and plateau, but the French have retained the strong belt of territory north of the Aisne, and it is to threaten this from the rear that the Germans launched the new attack south of the Aisne on a not very wide front. At the same time the Germans, baulked in their efforts to reach Compiègne frontally, hope to attain their objective by this outflanking attack. Compiègne is still 18 miles west of the scene of the new operations, with the forest of Compiègne intervening.

#### GERMAN WAR MINISTER'S BOAST.

As already pointed out, the limited success of the German offensive on Sunday, the enemy's heavy loss and the vigour of the French counter-attack sharply distinguish the present from the March battle.

A favourable feature of the new development is the general tendency of the fighting to rivet an increasing proportion of German resources in the south, and there is now no talk of a more formidable German stroke in another direction.

The German War Minister, in the Reichstag yesterday, boasted that the battle was already won and that Generalissimo Foch's reserves were wiped out, but this is not supported by the facts, for there are still great obstacles, like Villers-Cotterets forest, to be overcome. While the line of the Allies is being stabilised and the character of the fighting is, apparently, changing in their favour, Generalissimo Foch, indeed, appears to have the situation well under control.

#### NEW ACHIEVEMENT IN WAR.

LONDON, June 13th.  
11.35 a.m.

Reuter's Correspondent at French Headquarters, telegraphing yesterday, states:—The importance of the rôle of our air service in the battle is daily increasing. During to-day's fighting our light bombing squadrons performed an unprecedented feat, attacking German heavy gun batteries in action and silencing them by killing and scattering the gunners. In the Picardy offensive our fighting planes repeatedly attacked the field-gun batteries with machine-guns, but silencing heavy batteries by bomb attacks from the air is a new achievement in war.

EARLIER CABLES.

#### ENEMY EFFORT A COMPLETE FAILURE.

LONDON, June 12th.  
4.30 p.m.

Reuter's Correspondent, at French Headquarters, telegraphing this morning, states:—The enemy's main effort yesterday on the line Chevincourt-Machemont-Bethancourt was a complete failure. Under the fire of our machine-guns and artillery the German infantry waves hesitated and rolled back in the centre. The Germans momentarily took possession of Machemont, but were ejected by a French counter-attack. It is now known that the Germans began the battle with 14 divisions, which were all engaged on the first day. The attack in the centre along the valley of the Matz, which was most successful, was entrusted to five divisions, including some of the enemy's best troops, of one Guard and one Chasseur division.

#### A MEMORABLE INCIDENT.

The enemy's main objective on the first day was the block of wooded hills between the Oise and the Matz, which he turned by an advance down the Matz Valley.

After three days' hard fighting he reached the first day's objective in this quarter. The second day's objective was the city of Compiègne, which is still far away and was brought no nearer by yesterday's fighting.

The most memorable incident of the battle was the defence of Plémont by cavalrymen.

#### "WE ARE DONE"

This hill was the main French observation post in the Lassigny sector, and was defended by dismounted Cuirassiers, a few hundred strong, who held out against an incessant German attack from four o'clock on Sunday morning until mid-day on Monday. The commander sent wireless messages hourly saying the defenders were still holding. The last message, when the hill was surrounded, consisted of the one word "Fortus," meaning "we are done for." The Cuirassiers succumbed to the twentieth attack in thirty-two hours.

#### GERMAN DIVISION CUT TO PIECES.

In the Matz Valley the crack German Chasseur Division was cut to pieces. The Guards also suffered very heavily.

On our left the enemy divisions were engaged for three days in battle for a line of village which are still in our hands. They must have left half their numbers on the field. We now hold some points on the original German line. The general impression is that although the battle will continue for several days the enemy rush is stemmed.

#### ENEMY COUNTER-ATTACKS SHATTERED.

Paris, June 12th.

A communiqué states:—Between Montdidier and the Oise the battle has continued without any great change.

Last evening and last night, on our left, all the enemy's attempts to counter-attack were shattered.

We again progressed east of Mery and Senlis Wood.

The Germans by violent attacks also attempted to drive us back on Aronde.

On the front St. Maur-Desloges farm-Antheuil we bore the shock and inflicted very heavy losses on the attackers, and we maintained our positions.

#### POWERFUL ENEMY ATTACK FORESTALLED.

On our right the Germans, despite repeated efforts, were unable to debouch.

On the southern bank of the Matz we hold the southern part of Chevincourt and the station St. Mur-Matz.

According to the latest information our counter-attack yesterday forestalled a powerful enemy attack which was being prepared on the same front.

We encountered great losses which we ran over.

Prisoners taken by one of our divisions belonged to four different enemy divisions.

South of the Aisne the Germans this morning attacked between the river and forest of Villers-Cotterets, desperate fighting occurring on the front Dommiers-Ortry and south of Ambly.

#### FRENCH INCREASE PRISONERS.

Paris, June 13th.

A communiqué states:—Between Montdidier and the Oise the enemy renewed pressure. All his attempts on our left to recapture our yesterday's gains failed.

We progressed in the region of Belloy wood and St. Maur.

We took 400 more prisoners, several guns and numerous machine-guns.

There is no change on the St. Maur-Antheuil front.

#### ENEMY RENEWS ATTACKS.

The Germans on our right renewed their attacks on the Matz river, and after several costly attempts they gained a footing on the southern bank, also the village Melicock, and heights at Riard Cross.

Our troops east of the Oise on Monday night effected their withdrawal on the line Bailly-Tracy-le-Val, west of Namcal, protected by covering detachments which masked the movement.

We repulsed an enemy attack in the region of Hautebraye, and took prisoners.

#### FRENCH FORCES ON THE OISE.

Paris, June 12th.

A semi-official report, issued to-day, states:—The enemy's advance on the right bank of the Oise is bound to tell on the other bank. We probably will be obliged to bring our positions on the two banks into line. That is the only advantage the Germans gained yesterday.

#### ENEMY PRETENSIONS MODIFIED.

Paris, June 12th.

A semi-official report issued to-day, states:—An enemy communiqué, after two days' fighting, announces that the objectives were attained, indicating that he scarcely hopes for a further advance, but the German marching orders captured foreshadowed an entry into Compiègne on the first evening of the battle. The enemy's pretensions, therefore, have been singularly modified.

#### DESPERATE FIGHTING.

Paris, June 12th.

A communiqué states the Germans are attacking between the Aisne and the Forest Villers-Cotterets. Desperate fighting is proceeding.

#### DESPERATE COMBATS.

South of the Aisne there were desperate combats, sometimes hand to hand, between the river and Villers-Cotterets forest.

We stoutly resisted the attacks of the enemy, who progressed slightly on the plateau west of the villages Dommiers and Ortry.

His efforts against Ambly and St. Pierre-Aigle failed.

North of the Marne we captured Montcourt-les-Bouquetaux, north of Eloup, and the southern part of Bussières.

Our aeroplanes yesterday participated in our counter-attack on the front Montdidier-St. Maur, bombing and dispersing the enemy divisions coming up to meet the shock. Convoys were stopped and heavy batteries deserted by their gunners ceased to fire.

Altogether 26 tons of projectiles were dropped, in addition to 13 tons at night time, on enemy stations. Thirteen enemy machines were felled yesterday.

#### Naval Activities.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

#### SUBMARINES ATTACKED 70 TIMES WEEKLY.

LONDON, June 13th.

Sir Eric Geddes, interviewed by *Petit Parisien*, states:—We have undoubtedly sunk more submarines since January than the enemy has built, and we have attacked German submarines on the average 70 times weekly.

#### DUTCH LUGGER SUBMARINED.

YMUDEN, June 13th.

The Dutch lugger *Helena* was submerged on the Dogger Bank. Three of the crew were killed.

EARLIER CABLES.

#### AUSTRIAN BATTLESHIP SUNK.

Basle, June 13th.

It is officially admitted in Vienna that the battleship *Szentistvan* was torpedoed and sunk in the Adriatic at night-time, and that several officers and 80 of the crew are missing.

LATEST CABLES.

#### MOTOR-BOATS' DARING ATTACK.

LONDON, June 13th.

A Venice despatch states that the two Italian ships which torpedoed the Austrian battleships were motor-boats with united crews of only 30 men.

One was commanded by Captain Rizzo, a Sicilian, who was a mercantile officer before the war, and has distinguished himself by innumerable acts during the war, including the torpedoing of the battleship *Wien* in Trieste harbour.

The other motor-boat was commanded by a midshipman.

Captain Rizzo, interviewed, said he was cruising among the Dalmatian Islands when he was astonished 30 miles south-east of Pola to see a column of smoke. He changed course thither and saw an enemy squadron. There was no time to wonder why the enemy had come out, but thinking he would never get such a chance again he ordered the midshipman to do as he thought best and himself made straight for the enemy.

The enemy neither saw nor heard Capt. Rizzo's boat, which slipped in between the second and third escorting destroyers. As it passed the former sighted him, blew alarm whistles, and began firing shells, which passed overhead. Capt. Rizzo was already through the line and only 500 feet distant from the battleships, when he discharged the torpedoes. One struck level with the funnels and the second further aft. Both exploded.

An Austrian destroyer tried to ram Capt. Rizzo, thinking he had no weapons, but Capt. Rizzo dropped a depth charge, which did not explode. A second depth charge was more effective.

A destroyer was badly hit, and rose in the air and rolled like a drunken man.

Capt. Rizzo slipped away, dodging a third destroyer, and escaped. The whole affair lasted twenty minutes. Meanwhile, the midshipman's boat attacked the rear of the convoy, and fired two torpedoes at a battleship. One missed and the other hit her full in the stern. The midshipman sped after his companion, and Italian aircraft sixteen hours later saw masses of drifting wreckage.

The aircraft which have visited Pola report only one dreadnought there, compared with four previously.

EARLIER CABLES.

#### AMERICAN STEAMER SUB- MARINED.

WASHINGTON, June 13th.

The United States str. *Pinar-de-Rio* was submerged 70 miles from the Maryland coast on June 8th.

The crew have arrived in port.

LATEST CABLES.

#### SURVIVORS' STATEMENT.

LONDON, June 13th.

A telegram from New York states that the survivors of the *Pinar-del-Rio* state the German submarine which sank her was accompanied by a 6,000 ton single-funnelled steamer.

#### Italian Front.

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

#### A SUCCESSFUL RAID.

LONDON, June 12th.

A British Italian communiqué issued yesterday stated:—Yorkshire troops carried out a successful raid, capturing 11 prisoners and inflicting considerable casualties.

The Air Force have destroyed 21 enemy aeroplanes since the last report. Four of our machines failed to return.

#### General.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

#### MINES OFF NEW ZEALAND.

Wellington, June 13th.

Two enemy mines were destroyed ten miles off the North Cape.

#### "HOLLAND'S DANGER"

Paris, June 13th.

*Le Temps*, in an article headed "Holland's Danger," says, with German trains running on the Rotterdam line and the concessions which Germans possess in the Venlo district, together with other means of invasion at Germany's disposal, the Dutch are never sure when they go to sleep that they will not wake up to find a German army encamped in their midst. It was to France's greatest interest to see the independence of Holland respected, and that her prosperity be given every opportunity for free development after the war.

#### THE INDUSTRIAL SITUATION.

LONDON, June 13th.

It is understood that the War Cabinet is gratified at the industrial situation, which is better than at any time during the war. There is virtually not a single dispute in the country, and the men are working splendidly.

#### THE HOME RULE BILL.

LONDON, June 13th.

The *Daily News* says the Government's drafting committee of the Home Rule Bill is making no progress. The draft bill prepared at the outset of the Committee's proceedings is not accepted by any of the parties and the Government has no proposals to offer.

#### AFFAIRS IN RUSSIA.

##### THE COUNTER-REVOLUTIONARY PLOT.

Moscow, June 5th.

It is semi-officially declared that the counter-revolutionary plot includes both the Minimalists and Monarchists. The latter are favouring the restoration of the monarchy by an understanding with Germany, and the Minimalists are wishing for a resumption of the alliance with the Western Powers. Notwithstanding the divergence of views both parties are agreed to a common platform, with the object of overthrowing the Soviets. The central figures in the plot are Generals Dvuguet and Savinkoff. The plot aims to isolate the Ural region from Central Russia, compelling the Soviets to capitulate owing to lack of supplies.

The Cossacks, who are under reactionary officers, are holding themselves in readiness in the East.

EARLIER CABLES.

#### WARNING TO RUSSIA.

AMSTERDAM, June 12th.

*Norddeutsche*, in a minatory article, tells Russia that she will endanger her "dearly bought peace" if she permits the Czech-Slovaks who fought with the Russians to leave the country with arms to join the *Entente*. The Czech-Slovaks are estimated to number 150,000, who deserted from the Austro-German army, and are distributed over the north and east of Russia.

#### ELECTORAL REFORM IN PRUSSIA.

AMSTERDAM, June 13th.

According to a Berlin telegram, the Suffrage Bill passed its fourth reading in the Prussian Lower House, with a proposal by the Conservatives and National Liberals for the introduction of proportional representation in the mixed language districts in the Eastern Provinces.

AMSTERDAM, June 12th.  
The Prussian Lower House has again rejected the equal suffrage clause in the Reform Bill by 235 votes to 164, but has accepted a compromise whereby certain persons will be provided with two extra votes.

(Continued on Page 4.)



## A HOUSEHOLD NECESSITY.

IN the best regulated families the little ills of life will creep in. Some member of the family circle may occasionally suffer from Biliousness and Indigestion, and one or the other will from time to time exhibit the well-known symptoms of Constipation. From these little troubles more serious complaints arise, and should therefore not be neglected. The slight headache, bad breath, and a discoloured tongue are the index to a disordered stomach; and the necessity of keeping a safe, sure, and reliable remedy in the house is apparent. By following such a course the more expensive method of calling in a doctor will be found quite unnecessary. That Dr. Morse's Indian Root Pills are the very best Family Medicine is vouched for by thousands of grateful men and women who speak from personal experience.



Dr. Morse's Indian Root Pills are not simply a purgative medicine which forces the food out of the body, depriving the stomach of its nourishment and thus starving the system. They contain the essential properties that are temporarily lacking in the stomach through weakness, and complete the digestion and assimilation, and so restore the functions of the digestive organs by obtaining the maximum of nutriment from the food which sustains the body and assures good health.

Dr. Morse's Indian Root Pills are an efficient, reliable, and safe remedy placed on the market at a price within the reach of all. The Pills being sugar-coated, are pleasant to take, and retain their full medicinal properties. They are packed in amber-coloured bottles—not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.

## DR. MORSE'S INDIAN ROOT PILLS

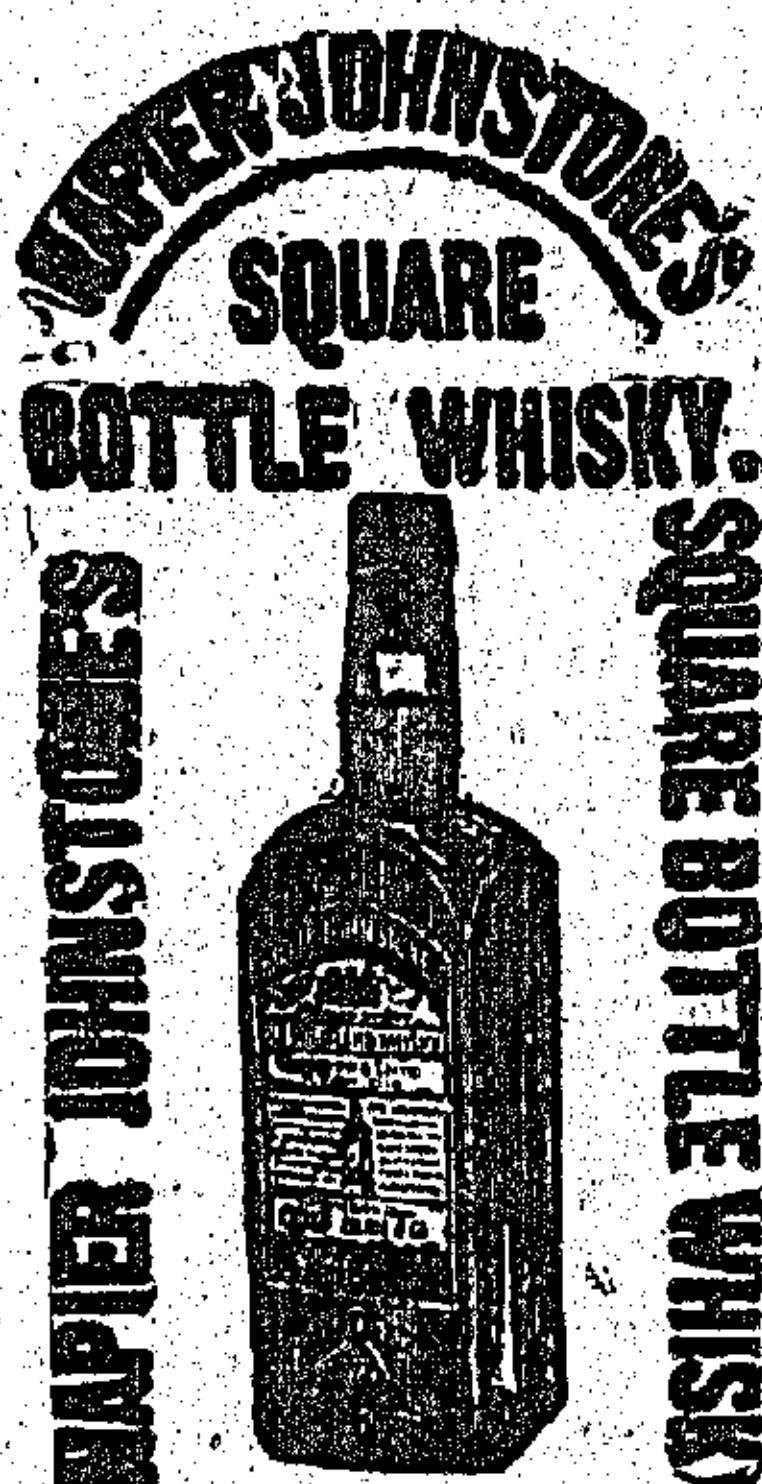
FOR THE LIVER

They are perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Pimples, Boils and Blotches, and for Female Ailments.

FOR SALE BY WATKINS, LTD., WHOLESALE AND RETAIL AGENTS, AND CHEMISTS AND STORES GENERALLY, AT 60 CENTS PER BOTTLE, OR WILL BE FORWARDED ON RECEIPT OF PRICE BY THE W. H. COMSTOCK CO., LTD., SOLE PROPRIETORS, 21 FARRINGTON AVENUE, LONDON, ENGLAND.

They do not Weaken. They do not Sicken. They do not Grip.

CUTLER PALMER & CO.



SOLE AGENTS IN HONGKONG AND SOUTH CHINA: LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS.

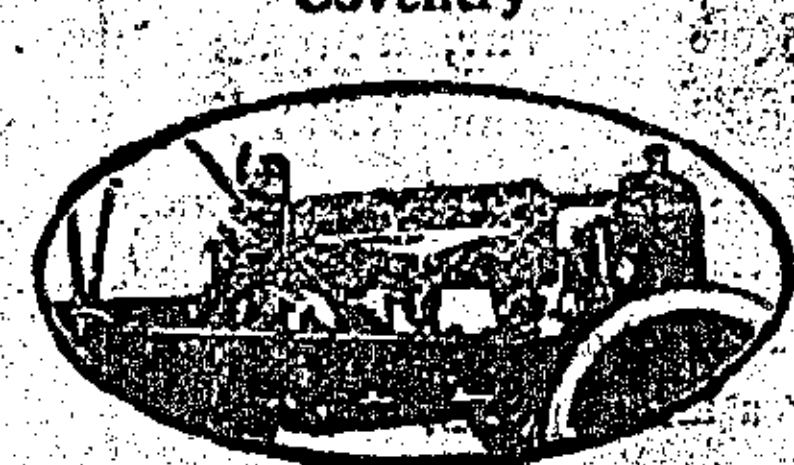


**THERAPION** No. 1  
**THERAPION** No. 2  
**THERAPION** No. 3  
A CURE FOR YU  
EASY TO USE  
THERAPION



### A Masterpiece

GREAT as the progress and development of the petrol motor has been in the last decade it was not until the Daimler Company produced the Daimler Sleeve-Valve Engine that a MASTERPIECE was recognised and acknowledged.



THE introduction of the Daimler Sleeve-Valve Engine was revolutionary. By a system of perfectly lubricated sliding sleeve valves all the poppet valve troubles with cams, springs, tappets, loss of compression, overheating, etc., were eliminated, giving pride of place to a motor of unrivalled simplicity and efficiency, running with a silence and flexibility which is a revelation to every motorist who experiences its performance.

20,000 DOCTORS are recommending

## PLASMON

Because "Plasmon" is of INESTIMABLE VALUE as a food for all classes of workers."—Dr. Virchow, Berlin.

## East joins West in its appreciation of JOHNNIE WALKER

which is only to be expected when one knows the unique purity and maturity of this famous spirit.

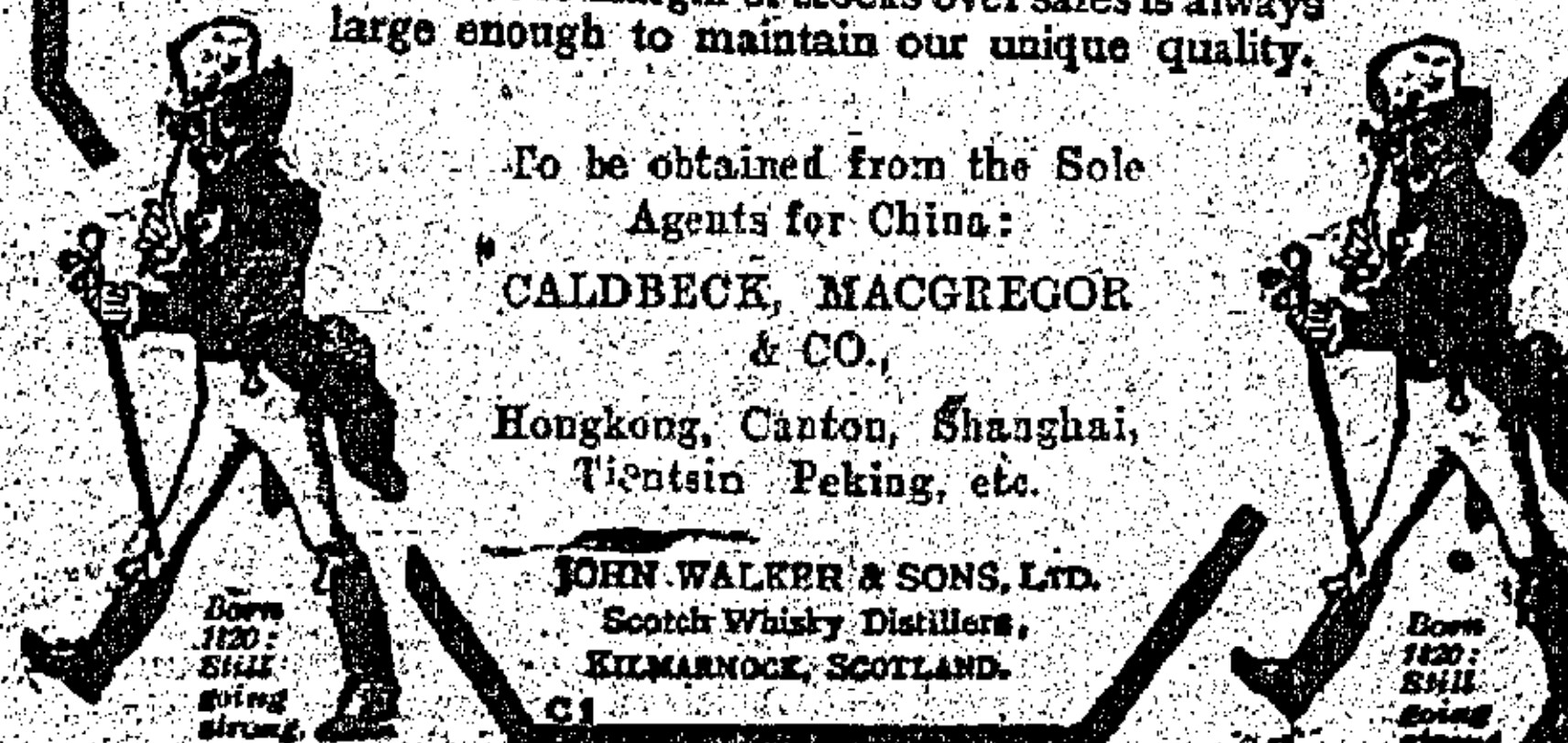
Guaranteed same quality throughout the world

JOHNNIE WALKER "White" Label. Over 6 years old

JOHNNIE WALKER "Red" Label. Over 10 years old

JOHNNIE WALKER "Black" Label. Over 12 years old

To safeguard these ages our policy for the future is the policy of the past. First and foremost to see that the margin of stocks over sales is always large enough to maintain our unique quality.



So be obtained from the Sole Agents for China:

CALDBECK, MACGREGOR & CO.,

Hongkong, Canton, Shanghai, Tientsin, Peking, etc.

JOHN WALKER & SONS, LTD.,

Scotch Whisky Distillers, KILMARNOCK, SCOTLAND.

## THE WAR.

(Continued from Page 5.)

### General.

#### EARLIER CABLES.

(THROUGH RETRUE'S AGENCY.)

#### AMERICA AND MEXICO.

#### ADDRESS BY PRESIDENT WILSON.

LONDON, June 10th.

Addressing a group of distinguished Mexican editors and journalists, who are touring the United States, at the White House, President Wilson emphasised the American friendship towards Mexico. He said that his own policy towards Mexico was based on the principle that America was not entitled to interfere in any way in Mexican internal affairs. United States troops had been sent to Mexico only in order to assist Mexico and to get rid of the man who was making the settlement of Mexican affairs temporarily impossible. Alluding to the German attempt to make trouble between the United States and Mexico, President Wilson instanced the fantastic statement in a Mexican paper that American battleships had been sunk off Cape Obispo. Nothing that he had said in his recent address in New York on the occasion of sending off the American Red Cross Campaign had aroused so much enthusiasm as his statement that America meant to stand by Russia just as firmly as she would stand by France, Great Britain or any other ally. That was an example of America's attitude. The United States could not make anything out of standing by Russia. At present Russia was the most remote European nation as far as America was concerned, and the one with which the United States had least connections in trade and advantage. Yet the people of the United States rose to that suggestion as to no other that he had made in that address.

After emphasising that his hearers had been glad to admit to every establishment in America that they had wished to see and had been shown just what America was doing, President Wilson proceeded to explain why America was doing what she was doing. "We are doing it," he said, "so that you may never hereafter have to fear the only thing that any nation has a dread, namely, the unjust and selfish aggression by another nation. Some time ago he had proposed a sort of Pan-American agreement. One of the difficulties of America's past relationships with Latin America had been that the Monroe Doctrine was adopted without the consent of any Central American or South American State. That was all very well as far as protecting such States from aggression from across the sea was concerned, but there was nothing in it about the protecting of those States from aggression from the United States, and he had repeatedly been told of an uneasy feeling on the part of the representatives of those States that America's self-appointed protection might be for her own benefit and her own interest, and not for the interest of her neighbours. So he said, "If any one of us, including the United States, violate the political independence or territorial integrity of any of the other all the others will jump on that. That was in effect, making a bond on the part of the United States that the United States would enter into an arrangement by which Central America and the South American States would be protected from the United States. Now that is the kind of agreement that must be the foundation of the future life of the nations. The world is a whole family of nations and it must be guaranteed to each nation that no other nation shall violate its political independence or territorial integrity. That is the only conceivable basis for the future peace of the world. Peace can only come by trust. As long as there is suspicion there is going to be misunderstanding and there is going to be trouble."

On the occasion of the Royal silver wedding, Her Majesty the Queen has promised to accept a shower of gifts to the Queen Mary's Needlework Guild on behalf of soldiers and sailors. It is emphasised that all the Dominions are contributing and Her Majesty will welcome offerings from English women in local centres to be formed to collect gifts and money.

#### PEACE BY NEGOTIATION.

LONDON, June 13th.

The Women's Co-Operative Guild Congress at Bradford has defeated a resolution favouring an International Conference of Workers to obtain immediate peace by negotiation, the terms including no annexations and universal disarmament. The opponents of the resolution declared that there could be no peace by negotiation with a people who bombed hospitals full of wounded soldiers.

#### THEIR MAJESTIES' SILVER WEDDING.

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#### INTERNATIONAL SEAMEN'S FEDERATION.

LONDON, June 12th.

A telegram from Copenhagen states that an International Seamen's Federation has been formed with Mr. Havelock Wilson as President and M. Teamm, of Copenhagen, Secretary. The headquarters of the Federation are to be in London.

#### GERMAN FEAR OF ECONOMIC WAR.

AMSTERDAM, June 12th.

The German fear of an economic war is reflected in an article in the *Arbeits-Gazette* by Edward Achelis, President of the Bremen Import Association, who says it is a mistake to suppose that Germany can find a substitute for her former world economic position in a close union with the countries east and south-east of the Central Powers, or that Germany can protect herself against an economic war by establishing a large number of monopolistic military organisations. Germany's peace terms must, therefore, be such as to induce the Allies to abandon the idea of an economic war.

#### "COMRADES OF THE GREAT WAR."

LONDON, June 12th.

An association of British ex-soldiers and ex-sailors, known as "The Comrades of the Great War," have telegraphed Generalissimo Foch: "We have perfect faith that, on the scene of your historic victory in 1914, in which many of us were privileged to share with you and your gallant men, will again stem the tide of the invasion and hurl the hated invader from the sacred soil of France." Generalissimo Foch replied: "I share entirely your confidence."

#### THE LATEST PEER.

LONDON, June 12th.

Ex-Lord Justice Phillimore has been elevated to the Peerage.

## THE ANGLO-JAPANESE ALLIANCE

BASIS OF TRUE NATIONAL CONFIDENCE.

LONDON, June 12th.

At a luncheon in the House of Commons to the Japanese Ambassador and the delegates attending the International Parliamentary and Commercial Congress, Mr. Balfour said Great Britain and Japan in the war had had no differences of opinion, no divergence of aim and no *arrière-pensée* which either was unwilling to confess to the other. (Cheers.) This was the basis of true national confidence. The Anglo-Japanese Alliance, which had done so much for the peace and advancement of the world, would bear rich fruit in the future for the higher interests of the world in the East. He was sure that if the exigencies of the conflict required us to call upon our Allies to make fresh efforts, Japan would live, as she had always done, up to her full obligations. (Cheers.) The German methods of domination were part of her policy of world domination. This made them more dangerous than mere trade rivalry, to which we never objected. (Cheers.) Germany was trying to use her manufacturing power to practically enslave the rest of the world. That was a problem which must be met and solved.

#### BIRTHDAY HONOURS.

LONDON, June 10th.

The Birthday promotions and appointments to the Order of the British Empire include the following:

Commander—Mr. W. H. Steel, Acting Manager of the Peking-Mukden Railway.

Member—Mr. S. Evans, Acting Deputy Naval Store Officer at Hongkong.

The Birthday Honours for services in the war include a number of Companionships of the Order of the Bath. Major-General N. W. Barnardiston being among the number.

#### BRITISH BRIGADIER KILLED.

LONDON, June 9th.

Brigadier-General F. W. Lumsden, V.C., has been killed in action. The late Brigadier-General Lumsden joined the Royal Artillery in 1880 and was G.S.O. in the Straits Settlements from 1910 to 1914, when he left for the Front. During the present war he had won the Victoria Cross, the D.S.O. and two bars. He was 46 years of age.

#### SENSATIONAL CONSPIRACY.

LONDON, June 12th.

Sir Joseph Jones, a well-known Sheffield steel manufacturer, and chairman of many important companies, has been charged at Bow Street with conspiracy by obtaining and communicating information useful to an enemy and related to a prohibited place, between September, 1913, and June 10th, 1918. Defendant was remanded until June 19th, bail being fixed at £2,000.

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#### THE SILVER MARKET.

LONDON, June 12th.

The silver market is steady. LONDON, June 13th. The silver market is steady.



Your good looks may be your fortune. Who knows? Then why not keep your complexion fresh and clear, your hands soft and white, your hair rich and glossy. Cuticura will help you. Used every day for all toilet purposes, Cuticura Soap clears the pores of impurities, while little touches of Cuticura Ointment prevent little skin troubles becoming serious. Absolutely nothing better or purer.

Sample Each Free by Post. Address: Cuticura, F. Newbery & Sons, Ltd., Chatterhouse Sq., London. Sold everywhere.

## IMPORTANT NOTICE

TO THOSE WITH

WEAK, FALLING, DULL

LIFELESS HAIR.

"7-Day 'Harlene Hair-Drill' Home

Outfits FREE TO ALL."

Nothing alive in Nature stands still. You go forward or backward. Thus, "our hair" is either healthy or unhealthy—and millions to-day recognise that "unhealthy" is the word to apply to their own hair.

The health of the hair perhaps even more than the health of the body needs close attention, and the wise man and woman are those who every day take stock of their hair and watch its every variation.

The question is how to restore hair health so that the most glorious of nature's assets can be made to grow rich and thick, luxuriant growth, with every follicle that glows, as fresh.

Fortunately, science has been made to supply absolutely free of charge to every man or woman who is troubled with falling, thinning, or lifeless hair, the Seven Day Free-Fold Hair-Drill Outfit. There is no cost or obligation attached.

1,000,000 HAIR-HEALTH GIFTS FREE.

The arrangements for this gigantic hair health gift campaign have been prepared by Edwards, Hastings, Ltd.

Every reader who desires beautiful and richly growing hair should send the coupon below for the splendid Free-Fold Hair-Drill Outfit.

and everyone who writes to the address below will receive gratis—

1. A bottle of "Harlene," the true liquid food and tonic for the hair, which stimulates it to new growth. Contains no alcohol.

2. A packet of the marvellous hair and scalp cleaning "Grooming" Shampoo Powder, which prepares the hair for "Hair-Drill."

3. A bottle of "Groom" Brilliance, which gives a final touch of beauty to the hair, and is especially beneficial to those whose scalp is inclined to be dry.

4. A copy of the new edition of "Hair-Drill" Manual, giving 222 step-by-step instructions for use.

The value of this great gift has been simply testified to by those most famous for their hair beauty—Edwards, Hastings and the Queens of the Cinema, who all gladly endorse the fact that the "Harlene Hair-Drill" way is the safest, swiftest way to hair health, abundance and beauty.

Why not try this great gift simple skin-dressing "Harlene" hair-dressing experience at once? Write for the Free Outfit today. Reply to the coupon below, and enclose 4 stamps in change for postage.

Further supplies of "Harlene" and "Groom" Shampoo Powder can be obtained as required from all Chemists and Drug Stores throughout India.

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## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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Managing Agents.

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JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

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THE BANK LINE, LIMITED.  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAID

WEI HAI WEI and TIENTSIN ..... "HUICHOW" ..... On 16th June, Noon.  
"MANILA, CEBU and ILOILO" ..... "HUACH KUEI" ..... On 18th June, Noon.  
SHANGHAI ..... "SINKIANG" ..... On 18th June, 3 P.M.  
SHANGHAI ..... "SUIYANG" ..... On 20th June, 3 P.M.  
SHANGHAI ..... "KAIFONG" ..... On 22nd June, 3 P.M.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO.  
Excellent Saloon accommodation, Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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## DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW  
AND R. TEN.

(Occupying 9 to 10 Days).

"HAIHONG, ... | Capt. J. W. Evans .. | TUESDAY, 18th June, at 1 P.M.  
"HAI TAN" ... | Capt. A. E. Hodgins .. | FRIDAY, 21st June, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,  
General Managers

## BRITISH INDIA S. N. CO., LTD.

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CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

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## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO

## MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

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Steamers	Leave Hong Kong	Connecting Mail	Due at MARSEILLES	Due at LONDON
to COLOMBO	Leave Hong Kong Noon	Str. from COLOMBO	1917	1917

When Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

## INTERMEDIATE STEAMERS

(Non-Transshipment)

IN ADDITION TO THE ABOVE MAIL STEAMERS,  
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hong Kong about	Leave SINGAPORE about	Due at MARSEILLES, if sailing about	Due at LONDON about
The Intermediate	Service is	Temporarily Suspended.		

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at two and a half available to Europe for Two Years or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Rates, Freight, Handbooks, Dates of Sailing, etc., apply to

P. L. KNIGHT,  
Acting Superintendent.

## NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	KANAGAWA MARU 12,500 TONS SAT. 22nd June 11 A.M. MISHIMA MARU 16,000 TONS SAT. 22nd June 11 A.M.	
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU 9,000 TONS SAT. 15th June 11 A.M. AKI MARU 12,500 TONS SAT. 20th July 11 A.M.	

SHANGHAI, MOJI & KOBE ...

LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN ...

MELBOURNE via MANILA, ZAMBOANGA, THURSDAY, TOWNSVILLE, BRISBANE & SYDNEY ...

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL ...

BOMBAY via SINGAPORE, MALACCA & COLOMBO ...

CALCUTTA via SINGAPORE, PENANG & RANGOON ...

§ Omitting Shanghai and/or Moji.

† Wireless telegraphy.

## HONGKONG, VICTORIA, B.C., SEATTLE

VIA

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Next SAILINGS FROM HONGKONG.

† KASHIMA MARU ... THURS, 20th June, at 11 A.M.

† KATORI MARU ... FRI, 19th July, at 11 A.M.

§ Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.

Telephone 228 and 229

B. MORI, Manager.

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## SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.  
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
TENYO MARU	22,000	MON., 24th June
SHINYO MARU	22,000	TUES., 16th July
KOREA MARU	20,000	TUES., 18th Aug.
SIBERIA MARU	20,000	TUES., 27th Aug.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
KIYO MARU	17,300	July 12th
ANYO MARU	18,500	Sept. 6th
NIPPON MARU	11,000	Nov. 6th

Tickets are interchangeable with the CANADIAN PACIFIC COAST SERVICE, LTD. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailing, etc., apply to—

TELEPHONE 2374 and 2375.

T. DAIGO, Manager,  
King's Building.

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## FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI.  
SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

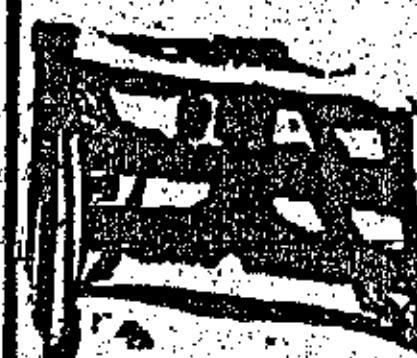
Return Tickets to Europe available for two years.

Return Tickets to Intermediate Ports available for six months.

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J. TOURTET, Acting Agent,  
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O. S. K.

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(SUBJECT TO ALTERATION).

MARSEILLES LINE—Monthly service via Singapore and Port Said.

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"CANADA MARU" ... WEDNESDAY, 28th June, at 3 P.M.  
"MANILA MARU" ... WEDNESDAY, 17th July, at 3 P.M.

SOUTH AMERICAN LINE—Every two months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

BOMBAY LINE—Regular fortnightly service for Bombay sailing at Singapore, and Colombo.

JAVA LINE—Monthly service for Batavia, Sourabaya and Samarang.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling Auckland, N.Z., Sydney and Melbourne.

FORMOSAN LINE—The steamers will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the Wharf Telephone No. 78 will be fixed.

KEELUNG via SWATOW and AMOY.

"AMAKUSA MARU" ... SUNDAY, 16th June, at Noon.

TAKAO via SWATOW and AMOY.

"SOSEU MARU" ... THURSDAY, 20th June, at 3 P.M.

FOR SAILING DATES AND FURTHER PARTICULARS

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FREIGHT AND PASSENGERS

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WILL SAIL FROM HONGKONG FOR

## SAN FRANCISCO

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